

**City Government.**

**Gentlemen**,  
would give a wharf-line of about 100,000 feet, or  
about 5 miles, and the piers there will have an area of  
about 100 acres, and will be able to accommodate a commerce vastly greater than that  
which now finds its way to the water-front of New  
York.

It would thus appear that, for a very long time to  
come, the wharves of New York will be unable to  
accommodate a commerce vastly greater than that  
which now finds its way to the water-front of New  
York.

Nearly all the commerce of New York is now located  
between West 14th street and the North River. From  
the south end of West 14th street to the North River, from  
the insulated breadth of the majority of the piers,  
there is no room for expansion, and the consequent  
difficulty of access, this corner of the city is su-  
perior to crowded, and tends to retard the growth  
of commerce, particularly in the very region  
where it is more than probable that the heavy naval  
power of the United States will be concentrated.

It is therefore evident that the new system should be  
first applied to this portion of the river-front in order  
to secure the greatest possible extension.

The proposed arrangement will give, between Grand  
street and 40th Street, an area of 100 miles greater than  
the whole existing quay-line of New York, includ-  
ing the new constructions at Brooklyn, and the  
present quay-line within the limits of the city, and  
will be available for expansion within the same limits of  
40 miles, and from the present quay-line to the river-front  
at the mouth of the Hudson.

CRACKER BAKERS.—Wanted, a man to take  
charge of a new machine works, must under-  
take making of ovens, to a competent and  
steady hand wages given, or would make an  
agreement to pay him a percentage of his  
earnings. D. L. CANTY, 841 Grand st., Brooklyn.

COLORED boy wanted; one used to houses, well  
trained in house-keeping, to help with the  
picks and shovels with his own people. Apply at  
40 Washington st.

CARRIAGES.—Wanted, a boy who has had ex-  
perience at blacksmithing, help at 335 Grand St., Jer-  
sey City.

NOTICE.—The National Mutual Life's Banking Asso-  
ciation, 39 Wall st., is the designated depository for  
monies accruing from the sale of shares in New  
York.

The principles upon which the distribution will be  
made will be published in the paper, and the shareholders  
can not upon this principle give entire satisfaction to the holders of  
stocks, but shareholders can have any voice in selecting  
the commissioners to experiment the drawing  
of cash according to the drawing you must be a  
shareholder in the company, and the amount received.

No one connected with the management will be al-  
lowed to receive any part of the money.

All shares unpaid at the time of drawing will be sur-  
rendered and their corresponding numbers not allowed  
to be registered again, and the remaining shares will be re-  
gistered so that one shareholder can draw any of the  
value of the stock.

The distribution will take place in the New Memphis  
Theatre.

DRUG and other miller wanted; must understand  
the business and have a thorough knowledge of  
milling. Apply at 135 Water st.

ENGINEER wanted to run a stationary engine.  
Address, with reference, J. H. S. 108, Nassau st.

HARNESS makers.—Wanted, a good skillful  
workman, employed by himself. C. W. MAGUIRE & CO.

HOUSE PAINTERS.—Wanted, a painter, Remont, N. Y.

HORSES.—Wanted, a team of horses and door-  
team, 34 ft. between 5th and 6th st.

PATTERN MAKERS wanted—Two first-class  
men; none others need apply.

E. COLLINS, northeast corner of 6th st. and 10th av.

It is to be understood that the price quoted is for  
general use, especially at a time when money is of  
great value, and the price may be to change.

It may be necessary to add to the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river streets, which is what is  
considered desirable to do so.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river streets, which is what is  
considered desirable to do so.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

It may be necessary to add to the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.

It is to be understood that the cost of the  
widening of the river streets and building a permanent  
river wall as recommended; but I think it sound policy  
to do so, and the cost will be easily met by the  
expansion of the river system.

The cost of the proposed system between Grand  
and West Eleventh streets will be about as follows:

183-100 miles of river wall, at \$1,500,000 per  
mile, \$274,500,000.

Portions of river wall, at \$1,000,000 per  
mile, \$90,000,000.

Total, \$364,500,000.

or, per mile of wharf line, \$30,000.

It is to be understood that the cost of the river  
wall is included, but not the  
paying.

An estimate for the river excavation has been made  
for a few in the construction of which masonry and  
iron will enter, but the great majority is to be of  
paving stones, and the cost will be easily met by the  
expansion of the river system.

The question of building piers of stone or timber  
is not yet decided, but I think it will be found  
that timber will be the best material.